

DPD 0461-61

25 January 1961

MEMORANDUM FOR : 25X1A  
Assistant to the Director  
SUBJECT : Comparison of C-130B and C-130E Aircraft  
REFERENCE : Memorandum for ASST CH/DPD from DPD/DB, dated 13 January 1961; Subject: "C-130B/C-130E Comparison" (DPD 0362-61)

25X1A 1. In accordance with our telephone conversation 24 January, I am  
25X1A sending you the referenced comparison of the two subject aircraft which was  
compiled by [REDACTED] Development Branch, DPD, and  
which I understand fits in with a discussion General Cabell is reported to  
have had with [REDACTED] at the time of his trip to [REDACTED] a 25X1A  
week or so ago.

25X1A 2. It should be noted that, as [REDACTED] states, this aircraft 25X1A  
25X1A (the C-130E) at the moment is flying only on paper. [REDACTED]  
[REDACTED] the first flight is scheduled  
for March 1962 and deliveries to USAF thereafter are only one or two per  
month until the fall of 1962 when a maximum rate of four per month is esti-  
mated to run until the conclusion of the current USAF order for fifty air-  
craft.

25X1A 3. DPD had been interested in comparing these two aircraft in the light  
of strong indications that we might acquire a C-130B in the very near future.  
At the time negotiations were started with [REDACTED] on a 25X1A  
C-130B over a year ago, we indicated the relative advantages of the "Super  
Hercules" which was the follow-on aircraft to the C-130B then on the drawing  
boards at [REDACTED] The Government subsequently withdrew power plant research  
funds which would have been required to develop the new Allison engine con-  
templated for the Super Hercules. The point, however, is that because of the  
radical improvement in capability offered by the Super Hercules, we were inter-  
ested in making a part of any purchase contract a trade-in arrangement which  
would have prevented subsequent turn-in at a reasonable value of the C-130B  
on the much improved model.

DOCUMENT NO. 5  
NO CHANGE IN CLASS. X  
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EXPIRATION DATE: 2011  
REVIEWER 019256 C-130B

SECRET

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4. Based on the information developed by [REDACTED] my own recommendation would be that if we buy a C-130B, we do not trade it in on a C-130E, but instead wait for the outcome of the current industry-wide competition to develop a high-lift capacity turboprop cargo aircraft further downstream. For our type of business, as [REDACTED] points out, the C-130E does not appear to offer significant advantages over the C-130B.

5. If the DDCI has any comments on this comparison, I would appreciate being advised of their nature by you.

SIGNED

JAMES A. CUNNINGHAM, JR.  
Acting Chief, DPD-DD/P

Attachment

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DPD-DD/P:JACunningham, Jr./mg